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June 1964

PHOTOGRAPHIC INTERPRETATION REPORT

AIRCRAFT ASSEMBLY PLANT NO 99 ULAN-UDE, USSR

DECLASSIFICATION REVIEW by NIMA/DOD 3/31/00



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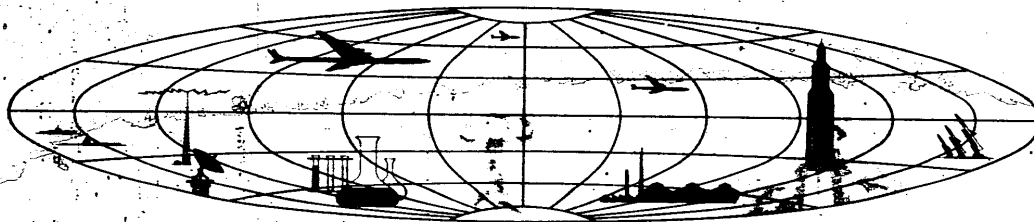
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AIRCRAFT ASSEMBLY PLANT NO 99, ULAN-UDE, USSR

SUMMARY

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KEYHOLE photography of [REDACTED] offers the first observation of Aircraft Assembly Plant No 99 at Ulan-Ude, USSR, since [REDACTED]. A review of photography obtained during the intervening period indicates a continuing program of expansion. Considerable earth excavation and large amounts of material in open storage indicate that further expansion is being prepared. A large assembly/shop

building has been completed since [REDACTED]. A new modifications/final checkout hangar has been built since [REDACTED] and the runway of the adjoining flyaway and test airfield adjoining the plant was being extended as of [REDACTED]. For the first time several aircraft were seen at the field, but they were not identifiable.

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INTRODUCTION

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Aircraft Assembly Plant No 99 (51-51N 107-44E; [REDACTED]) is situated on the north bank of the Uda River 6 nautical miles east-northeast of the center of Ulan-Ude, USSR (Figure 1). The first usable photography of the plant was obtained from [REDACTED].

Other good photography was obtained from [REDACTED] and most recently from [REDACTED].

Prior to [REDACTED] the functions of the plant were identified from interrogation reports of [REDACTED].

1/ These reports disclosed that the functions of the plant between 1945 and 1948 were the manufacture of aircraft parts, the assembly

of propeller-driven fighter aircraft, and a significant but secondary production of consumer goods.

A 1963 production study indicated that the plant was involved in the production of HEN and HARP helicopters and MAGNUM jet trainers. 2/ [REDACTED]

[REDACTED] revealed four light-toned possible swept-wing jet fighter aircraft and 14 dark-toned unidentified fixed-wing aircraft at the airfield. Because of the poor image quality of the photography, a more specific identification of these aircraft is not possible and, therefore, it is not possible either to confirm or negate reports that the plant is producing HEN, HARP, and MAGNUM.

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DESCRIPTION OF PLANT

The aircraft assembly plant occupies an area of approximately 115 acres (Figures 2 and 3). Buildings at the plant have a total of 1,273,135 square feet of roof coverage (Figure 3). Of this total, production/assembly buildings cover 863,175 square feet. This includes a final assembly building (item 9) of 277,850 square feet, an assembly/shop building (item 14) of 293,250

square feet, a modifications/final checkout hangar (item 15) and smaller workshops and machine shops (items 1, 3, 5, 7, 8, 10, and 11). The nonproduction buildings at the plant are for storage, administration, and other support functions.

The plant is bounded by a security fence and has two, or possibly three, entrances. The main gate for motor vehicles and personnel is located

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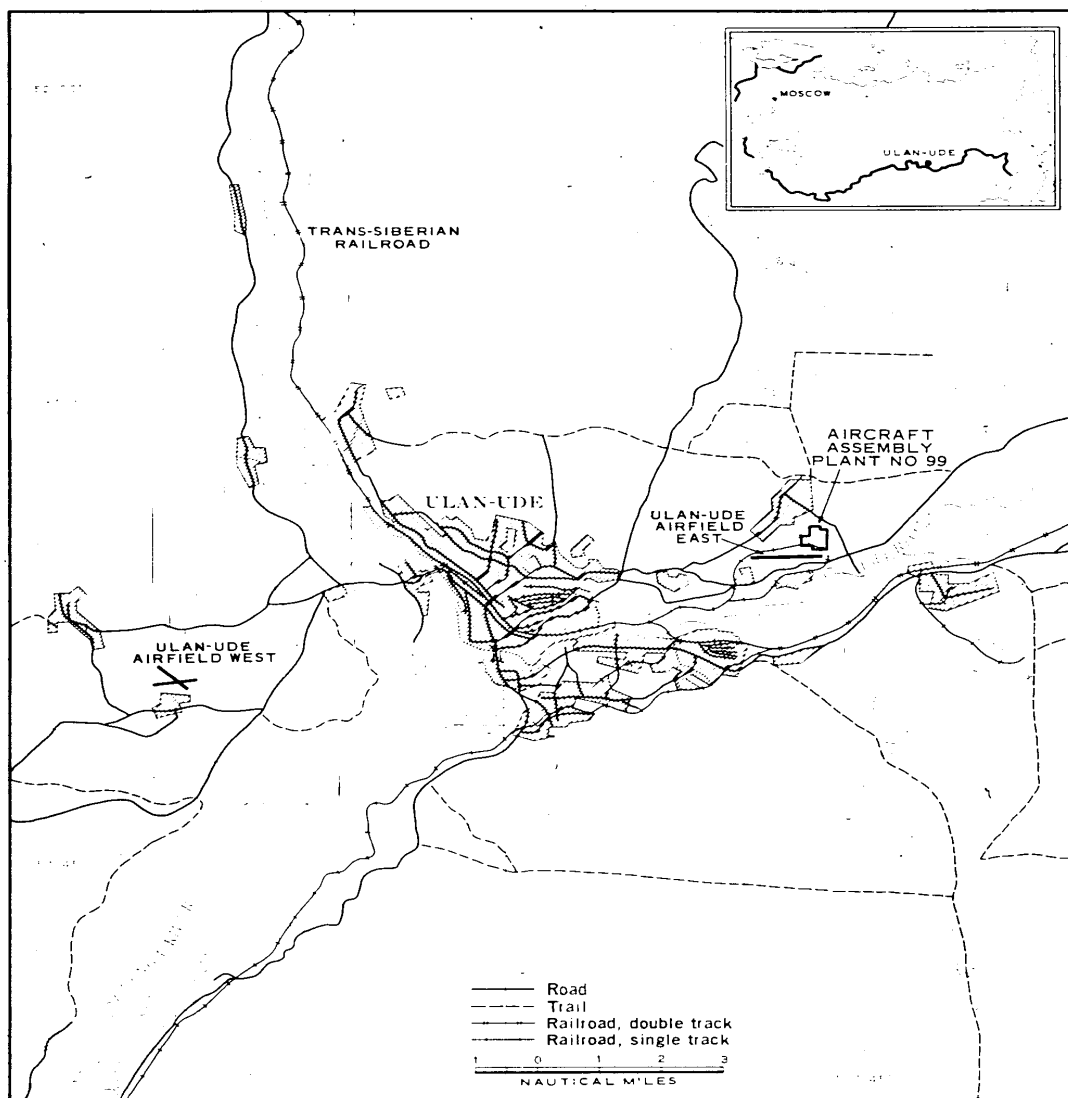


FIGURE 1. LOCATION OF AIRCRAFT ASSEMBLY PLANT NO 99.

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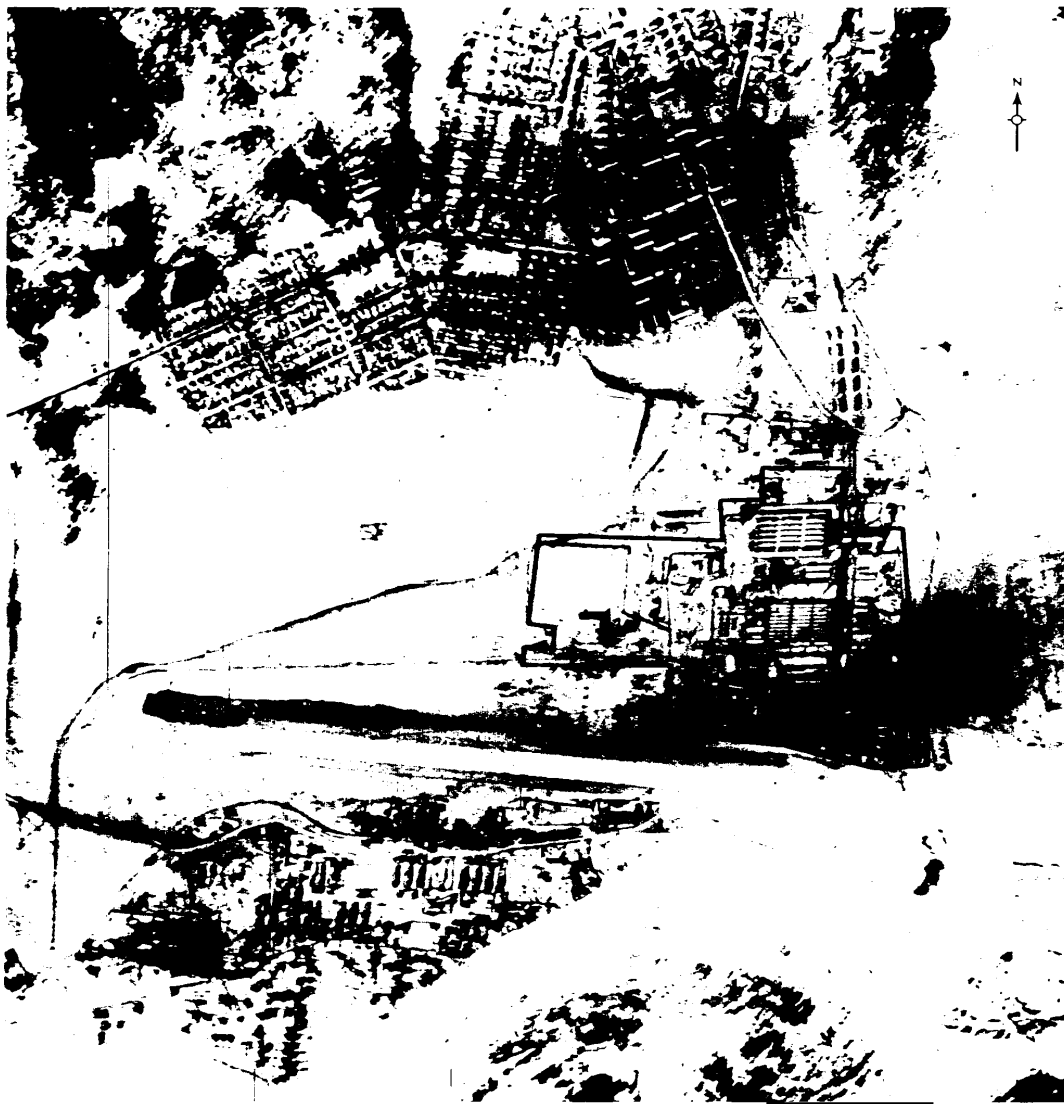


FIGURE 2. AIRCRAFT ASSEMBLY PLANT NO 99, ULAN-UDE, USSR

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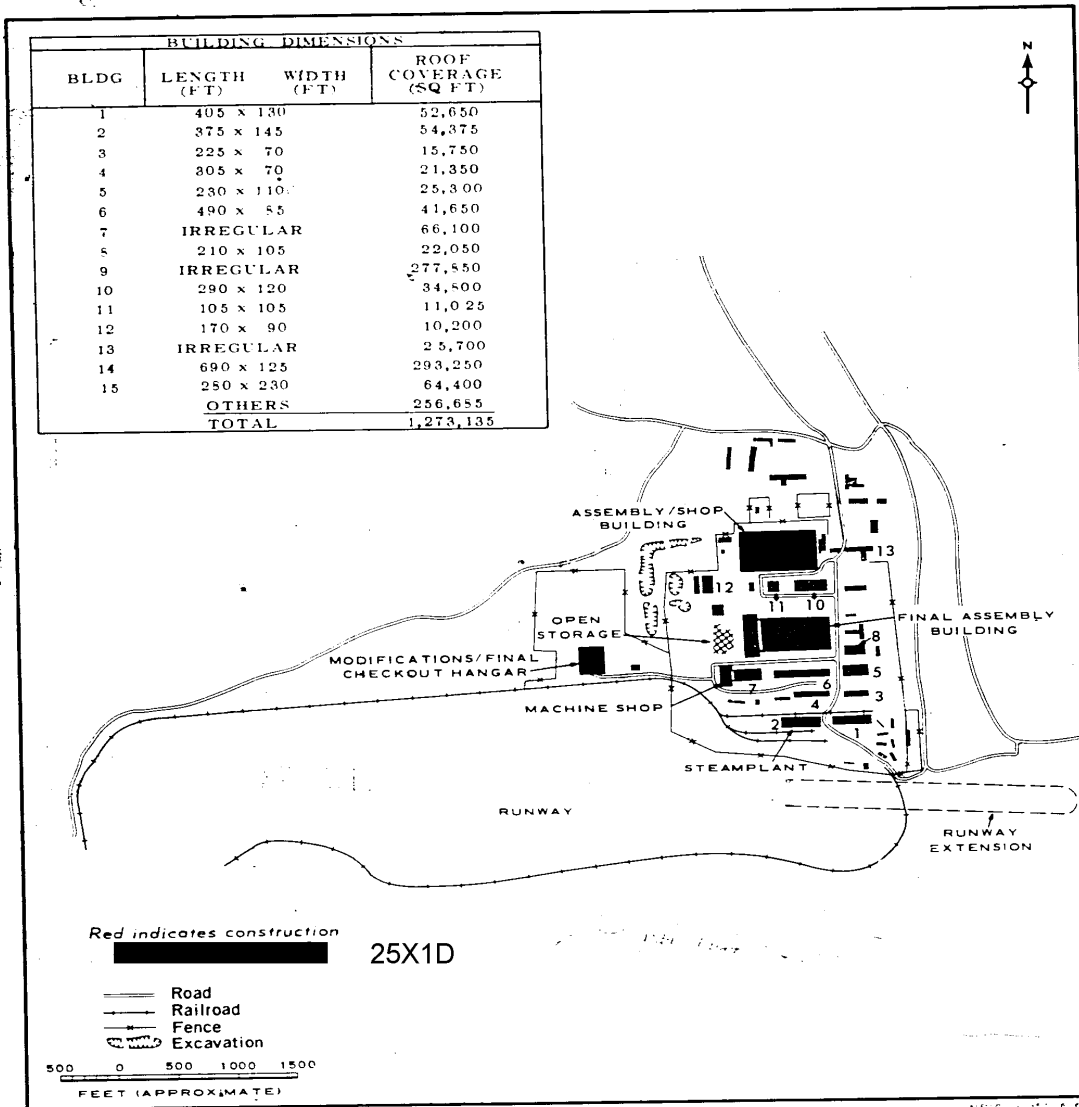


FIGURE 3. LAYOUT AND ROOF COVERAGE OF AIRCRAFT ASSEMBLY PLANT NO 99.

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on the north side of the plant. A second gate, located on the western side of the plant, is used as the main rail entrance for a spur of the Trans-Siberian Railroad and may also serve a road which would provide direct access to the city of Ulan-Ude. A probable third gate, which

was the main rail entrance [REDACTED] is located near the southeast corner of the plant. It now probably serves a secondary access road and possibly serves a rail spur. However, the spur as presently aligned appears to be blocked by the extension of the airfield runway.

AIRFIELD MODIFICATIONS

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[REDACTED] the flyaway and test airfield serving the plant has undergone modifications concurrent with the expansion of the plant (Figures 2 and 3). A new modifications/final checkout hangar was erected between [REDACTED]

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[REDACTED] on the west side of the plant and north of the airfield. The erection of this hangar is probably in conjunction with the construction of the assembly/shop building, which was constructed between [REDACTED]

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[REDACTED] Evidence of planned continuing expansion are the large amounts of material in open storage west of the final assembly building (item 9) and extensive earth excavation between the open storage area and the

new modifications/final checkout hangar.

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[REDACTED] the north/south taxiway leading to the old hangar (item 12) on the west side of the plant was abandoned and apparently moved westward to accommodate the construction of the new hangar.

● A program to extend the airfield's runway was first evident on photography of [REDACTED]

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[REDACTED] when earth-moving activity was seen east of the runway on the slope of the low hills along the river. This activity continued into [REDACTED]

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[REDACTED] The runway extension was evident, despite snow cover, on photography of [REDACTED]

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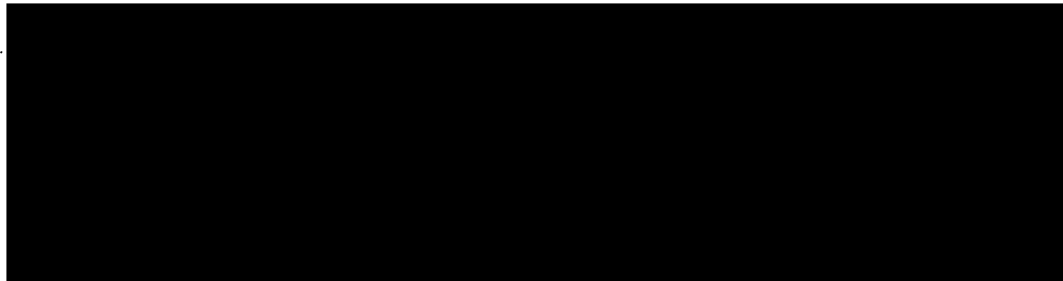
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REFERENCES

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MAPS OR CHARTS

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RELATED DOCUMENT

25X1C



REQUIREMENT

CIA. C-RR4-81.151

NPIC PROJECT

N-291 64 (partial answer)